

## **Neighborhood Safety Improvement Project**

Chestnut Street/River Park Drive and Muhammad Ali Boulevard  
Summary of Questions and Comments – Community Meeting 2/17/21

### **QUESTIONS**

**Are there any preliminary requirements on the ownership of road project candidates, for instance, state-owned, metro-owned, or others, in the project selection process?**

We have included Metro-owned and State-owned streets in our consideration. Conversion of State-owned streets will take us a bit longer than the Metro-owned streets as we work through the State process with the Kentucky Transportation Cabinet.

**Why is this project ending at 9th Street?**

While the scope for this project was originally intended to go from 9<sup>th</sup> Street to Southwestern Parkway, we have received feedback that many in the community would like to see this project extended east of 9<sup>th</sup> Street. A potential extension of the project from 9<sup>th</sup> Street to 6<sup>th</sup> Street on both Chestnut Street and Muhammad Ali Blvd is currently being analyzed, as two-way conversions can be more challenging in the traffic-heavy areas close to the Central Business District.

**While implementing this project, and future ones, what data are you gathering pre/post to help tell the story and to keep the effort expanding?**

Louisville Metro tracks traffic speed, volumes, and crashes both pre- and post-conversion to two-way.

**Will we have access to the presentation slides after the meeting?**

The presentation slides and a recording of the meeting are posted on the website at [www.louisvilleky.gov/two-way-conversion](http://www.louisvilleky.gov/two-way-conversion).

**Would there be any sidewalk structure changes on either side of streets, if so what streets?**

The current project proposal does not include any changes to sidewalk structure or expansion of the existing right of way, however, we are aware of numerous sidewalks along these two corridors that need repairs.

**Why is this project happening now? Is it because of new developments like the Louisville Urban League's Sports & Learning Complex?**

This project is not in response to any specific developments, either existing or proposed. Louisville Metro has been studying the conversion of one-way streets to two-way for approximately 5 years to improve safety and accessibility, including the Chestnut and Muhammad Ali corridors. Metro Council budgeted \$1 million in fiscal year 2021 for the conversion of one-way streets, with a focus on streets in west Louisville.

**Are there ways that the city can help neighborhoods that wish to make these changes on state-owned streets?**

Many of the one-way streets that intersect with the Chestnut and Muhammad Ali corridors are owned by the state and maintained by the Kentucky Transportation Cabinet (KYTC). Louisville Metro supports the conversion of these streets and continues to work closely with KYTC to analyze them and determine the feasibility for two-way conversion.

**Has there been any data collected from the streets that have been converted from traffic light signals to four-way stops related to safety?**

There has not been enough time to collect significant safety data on the recent conversion of intersections with traffic signal control to four-way stop control in Louisville. Results from other cities show that four-way stops often improve safety compared to traffic signals when the amount of traffic is relatively low.

**What is the timeline for this project?**

The tentative timing for the conversion to two-way on Chestnut and Muhammad Ali is for it to begin in 2021, but this is pending input received through community engagement and should not be considered final.

**Has a survey of community members been done?**

The community meeting on February 17, 2021 was the first in a series of community engagements related to the two-way conversion of Chestnut Street and Muhammad Ali Blvd. Louisville Metro is considering multiple ways to engage residents and community members who live and work on the corridor, including surveys, mailers, and other community meetings. If you have a suggestion of how to engage the community or would like to stay informed on the project, please send an email to Michael King at [Michael.king3@louisvilleky.gov](mailto:Michael.king3@louisvilleky.gov) or go to [www.louisvilleky.gov/two-way-conversion](http://www.louisvilleky.gov/two-way-conversion) and fill out the comment form at the bottom of the page.

**What is the speed limit on Chestnut Street and Muhammad Ali Blvd? Have you considered lowering the speed limit?**

The current speed limit on both corridors is 35mph. Converting a street from two lanes in one direction to one lane in two directions should cause an immediate reduction in speed along the corridors. There are not currently plans to reduce the official speed limit on these corridors, but we can look into the feasibility of a speed limit reduction as part of this process.

**Will the parking remain on both sides of the street even on the narrowest sections, like near Shawnee Park?**

Yes. On-street parking on both sides of the street will remain along the entire corridor except for a very limited reduction adjacent to a select few intersections.

**Are bike lanes being considered as part of this project?**

Due to the limited pavement width of these streets, new bike lanes are currently not included in this project, though existing bike lanes will be retained. There is enough space within the existing right of

way for two travel lanes and two parking lanes. Adding a bike lane would likely require the removal of some on-street parking and the residents and community members who live and work on Chestnut Street and Muhammad Ali Blvd have expressed the need for on-street parking.

### **How will this affect TARC routes?**

One-way to two-way street conversions make finding bus stops and routes easier and makes transit more efficient. TARC is a partner on this project and Louisville Metro is coordinating with them to ensure that these improvements make it safer and easier to ride the bus.

### **COMMENTS**

- “The restoration of two way traffic on Brook and 1st has been a huge benefit to my businesses. It definitely slowed traffic and made it feel safer to walk. We should move as fast as possible to convert all of them. Several people who were vocally opposed to the change told me later that they had been wrong.” – Daniel B.
- “Thrilled this is moving forward. Please repeat as soon as possible and on as many one way pairs as possible in and around downtown. Thank YOU for implementing this. More, More, More! More 2-way streets; and on any type of roadway -- separated bikeways (not just lollipops). Auto parking used as buffer is also a form, green plantings / or other firm forms.” – Christopher H.
- “I hope cyclist safety and the preservation of bike lanes or sharrows will remain a priority for the city with going to two lanes. I’m all for switching the lanes however.” – Scott R.
- “As a resident in the west end the one way streets has always been a topic of concern with me and my neighbors. There maybe shouldn't be bike lanes on Chestnut or Muhammad because you can reach downtown via side streets” – Donna R.
- “I think there should be a study in the future for widening of some areas because of narrowing of some blocks and for businesses.” – Andy D.
- “Neighborways down Madison or Magazine Streets might be nice.” – John H.
- “I have received a lot of negative feedback from constituents on bike lanes. Metro should get input from the residents of those two streets before implementing any new bike lanes.” – Councilmember Donna Purvis
- “I live in the area and use these two streets daily. Good idea to have two-way conversion. I am concerned about removing traffic lights because I think that people are more likely to ignore stop signs than traffic lights. I think maybe we should have more traffic lights instead of less. I would be concerned about adding a bike lane if it takes away parking because lots of people park on the street.” – Anthony D.
- “I didn’t realize it was going all the way to Shawnee Park. I have concerns about fitting on-street parking due to narrowness of parts of the streets as you get closer to the parks. Talk to the neighbors, not just via Internet.” – Jackie F.
- “I totally support two-way conversion. I do agree that more conversation with the residents needs to happen. I don’t foresee adding bike lanes. Our church building has been hit 3-4 times and have had parishoners hit, too. 22<sup>nd</sup> Street needs to be slowed down too but I realize that will be difficult because it’s a state highway.” – Rev. Gerald Joiner (Pastor of Zion Baptist Church)

